INITIAL STUDY
CITY OF SANTA CLARITA

Project Title/Master Case Number: Soledad Office Center
Master Case 04-458 and 05-173
Development Review 04-024
Minor Use Permit 05-029
Initial Study 04-035

Lead Agency name and address: City of Santa Clarita
23920 Valencia Blvd, Suite 302
Santa Clarita, CA 91355

Contact person and phone number: James Chow
Assistant Planner II
(661) 255-4330

Project location: The proposed office building will be located in the CO (Commercial Office) zone along the north side of Soledad Canyon Road, at the terminus of River Circle in the City of Santa Clarita, Los Angeles County, California. The subject site is vacant with single family residences to the north, a vacant parcel zoned CO to the east, Soledad Canyon Road and multiple family residences to the south, and a medical office building to the west. Figure 1 shows the project location.

Applicant's name and address: Arkineto Architects
Attn: Mark Fuote
28632 Roadside Drive, Suite 130
Agoura Hills, CA 91301

Property Owner:

General Plan designation: Commercial Office (CO)

Zoning: Commercial Office (CO)

Description of project and setting:

This initial study was prepared pursuant to the California Environmental Quality Act for a Development Review Permit and Minor Use Permit. The project proposes to construct a three-story, 35'-0" tall professional office building. The proposed office building would total 99,719 square feet in floor area on approximately 2.25 acres of undeveloped land, thereby providing a Floor Area Ratio of 1.017:1. The proposed building would consist of professional office, medical office, and retail use types.

The 2.25-acre project site would be accessed by two proposed driveways located along Soledad Canyon Road. The two proposed site accesses will include a right-in/right-out turn only, and a right-out turn only. Upon project approval, the property owner will dedicate the required additional right-of-way to the City on Soledad Canyon Road.

The applicant is proposing 441 on-site parking stalls consisting of 354 standard parking stalls, 78 compact stalls and 9 handicapped parking stalls. The UDC parking requirement of 4 spaces per 1,000 square-feet requires the development to provide a minimum of 399 parking stalls. The parking area will include 2 subterranean parking levels with a tuck-under parking area on the ground level, as well as additional parking spaces around the periphery of the building. The proposed development meets the UDC requirement for parking.

The project design includes sewer and water improvements to serve the building, as well as cross slope drainage from the northeast end of the lot at Lost Springs Road, and connecting to the City's existing storm sewer that is located along Soledad Canyon Road, approximately 250 feet to the east of the project site. The proposed drainage improvements would be maintained by a 10 foot easement on the east side of the property.

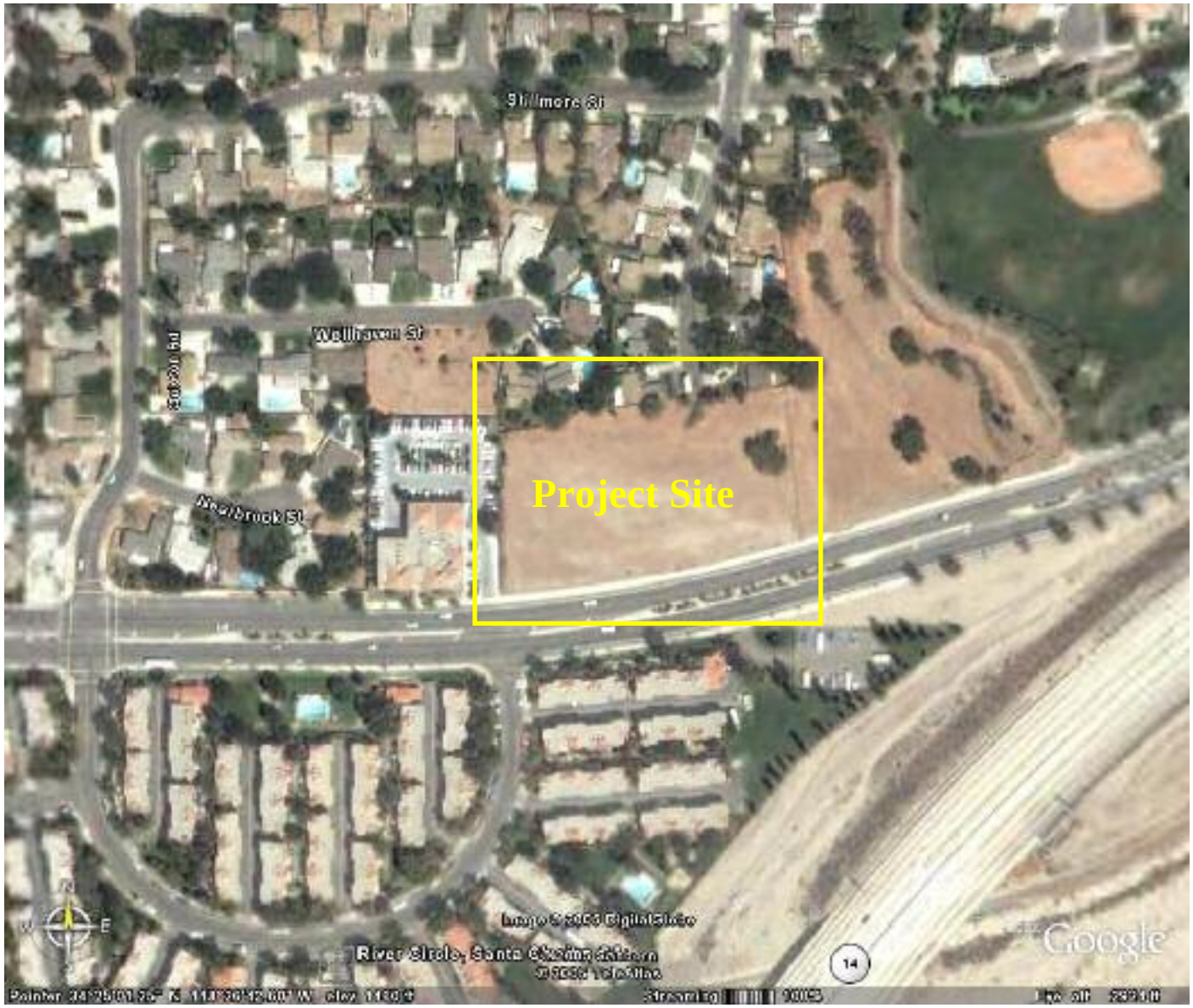
The proposed building would be located approximately 500 feet west of State Route 14 and would be visible from some locations along the freeway. The buildings would be constructed in compliance with the City's UDC development standards by providing sufficient on-site parking spaces, maintaining landscaped setbacks from the adjacent right-of-way (Soledad Canyon Road), and by providing sufficient site landscaping. Approximately 12.3% of the project site would be covered with landscaping. In addition, the project site would be required to meet the City's Architectural Design Guidelines which include providing an employee break area, benches, bike racks and accented paving areas. In addition, the design of the buildings incorporates variation of building forms and planes, an enhanced building entry, and articulated facades.

The project site is relatively flat with a total change in elevation of eight (8) feet. As a part of the development proposal, the applicant is requesting the exportation of 51,500 cubic yards of earth off-site which is necessary to construct the two-level subterranean parking garage. In order to export the earth off-site, the applicant is proposing a haul route via Soledad Canyon Road, Sierra Highway, State Route 14, Interstate 5, and Commerce Center Drive to a destination in unincorporated Los Angeles County (APN: 2866-002-057). The proposed exportation of earth would take approximately three (3) months to complete. Hours of dirt hauling would be limited to weekdays during the hours of 9:00 AM to 4:00 PM.

The project site is located in the community of Canyon Country, in the City of Santa Clarita in the CO (Commercial Office) zone. The project site consists of one vacant parcel located along the north side of Soledad Canyon Road, at the terminus of River Circle, and approximately 500 feet west of State Route 14. The project site is bound by single family residences to the north vacant property zoned CO to the east, Soledad Canyon Road to the south and multiple family residences to the south of Soledad Canyon Road, and a medical office building to the west.

Surrounding land uses:	The project site is located in the Commercial Office (CO) zone. The project site is bound to the north by land zoned Residential Suburban (RS), to the east and west by the CO zone, and to the south by Residential Moderate (RM) zone. Surrounding land uses include single family residences to the north, vacant property zoned CO to the east, multiple family residences to the south, and a medical office building to the west.
Other public agencies whose approval is required:	Los Angeles County Fire Department

Figure 1 – Project Location Map, Canyon Country, CA



A. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "**Potentially Significant Impact**" or a "**Potentially Significant Impact Unless Mitigation Measures Incorporated**" as indicated by the checklist on the following pages.

[ ]	Aesthetics	[ ]	Agriculture Resources	[X]	Air Quality
[ ]	Biological Resources	[X]	Cultural Resources	[X]	Geology /Soils
[ ]	Hazards & Hazardous Materials	[ ]	Hydrology / Water Quality	[ ]	Land Use / Planning
[ ]	Mineral Resources	[ ]	Noise	[ ]	Population / Housing
[ ]	Public Services	[ ]	Recreation	[ ]	Transportation/Traffic
[ ]	Utilities / Service Systems	[X]	Mandatory Findings of Significance		

B. DETERMINATION:

On the basis of this initial evaluation:

[ ] I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

[X] I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

[ ] I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

[ ] I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

[ ] I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

_____ April 12, 2005
Date

_____ April 12, 2005
Date

C. **EVALUATION OF ENVIRONMENTAL IMPACTS:**

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS - Would the project:				
a) Have a substantial adverse effect on a scenic vista?	[ ]	[ ]	[X]	[ ]
b) Substantially damage scenic resources, including, but not limited to, primary/secondary ridgelines, trees, rock outcroppings, and historic buildings within a state scenic highway?	[ ]	[ ]	[ ]	[X]
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	[ ]	[ ]	[X]	[ ]
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	[ ]	[ ]	[X]	[ ]
e) Other _____	[ ]	[ ]	[ ]	[X]
II. AGRICULTURE RESOURCES - In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	[ ]	[ ]	[ ]	[X]
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	[ ]	[ ]	[ ]	[X]
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	[ ]	[ ]	[ ]	[X]
d) Other _____	[ ]	[ ]	[ ]	[X]
III. AIR QUALITY - Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	[ ]	[ ]	[ ]	[X]
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	[ ]	[ ]	[ ]	[X]
d) Expose sensitive receptors to substantial pollutant concentrations?	[ ]	[ ]	[ ]	[X]
e) Create objectionable odors affecting a substantial number of people?	[ ]	[ ]	[ ]	[X]
f) Other _____	[ ]	[ ]	[ ]	[X]
IV. BIOLOGICAL RESOURCES - Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	[ ]	[ ]	[ ]	[X]
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	[ ]	[ ]	[ ]	[X]
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	[ ]	[ ]	[ ]	[X]
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	[ ]	[ ]	[ ]	[X]
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? Oak trees?	[ ]	[ ]	[ ]	[X]
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Affect a Significant Ecological Area (SEA) or Significant Natural Area (SNA) as identified on the City of Santa Clarita ESA Delineation Map?	[ ]	[ ]	[ ]	[X]
h) Other _____	[ ]	[ ]	[ ]	[X]
V. CULTURAL RESOURCES - Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5?	[ ]	[ ]	[ ]	[X]
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to '15064.5?	[ ]	[X]	[ ]	[ ]
c) Directly or indirectly destroy or impact a unique paleontological resource or site or unique geologic feature?	[ ]	[X]	[ ]	[ ]
d) Disturb any human remains, including those interred outside of formal cemeteries?	[ ]	[ ]	[ ]	[X]
e) Other _____	[ ]	[ ]	[ ]	[X]
VI. GEOLOGY AND SOILS – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	[ ]	[ ]	[ ]	[X]
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	[ ]	[ ]	[ ]	[X]
ii) Strong seismic ground shaking?	[ ]	[ ]	[X]	[ ]
iii) Seismic-related ground failure, including liquefaction?	[ ]	[X]	[ ]	[ ]
iv) Landslides?	[ ]	[ ]	[ ]	[X]
b) Result in substantial wind or water soil erosion or the loss of topsoil, either on or off site?	[ ]	[ ]	[X]	[ ]
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	[ ]	[ ]	[ ]	[X]
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial risks to life or property?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	[ ]	[ ]	[ ]	[X]
f) Change in topography or ground surface relief features?	[ ]	[ ]	[X]	[ ]
g) Earth movement (cut and/or fill) of 10,000 cubic yards or more?	[ ]	[ ]	[X]	[ ]
h) Development and/or grading on a slope greater than 10% natural grade?	[ ]	[ ]	[ ]	[X]
i) The destruction, covering or modification of any unique geologic or physical feature?	[ ]	[ ]	[ ]	[X]
j) Other _____	[ ]	[ ]	[ ]	[X]

VII. HAZARDS AND HAZARDOUS MATERIALS - Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	[ ]	[ ]	[ ]	[X]
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving explosion or the release of hazardous materials into the environment (including, but not limited to oil, pesticides, chemicals, fuels, or radiation)?	[ ]	[ ]	[ ]	[X]
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	[ ]	[ ]	[ ]	[X]
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	[ ]	[ ]	[ ]	[X]
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	[ ]	[ ]	[ ]	[X]
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	[ ]	[ ]	[ ]	[X]
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	[ ]	[ ]	[ ]	[X]
i) Exposure of people to existing sources of potential health hazards (e.g. electrical transmission lines, gas lines, oil pipelines)?	[ ]	[ ]	[ ]	[X]
j) Other _____	[ ]	[ ]	[ ]	[X]
VIII. HYDROLOGY AND WATER QUALITY - Would the project:				
a) Violate any water quality standards or waste discharge requirements?	[ ]	[ ]	[X]	[ ]
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	[ ]	[ ]	[X]	[ ]
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	[ ]	[ ]	[X]	[ ]
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	[ ]	[ ]	[ ]	[X]
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	[ ]	[ ]	[ ]	[X]
f) Otherwise substantially degrade water quality?	[ ]	[ ]	[X]	[ ]
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	[ ]	[ ]	[ ]	[X]
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	[ ]	[ ]	[ ]	[X]
j) Inundation by seiche, tsunami, or mudflow?	[ ]	[ ]	[ ]	[X]
k) Changes in the rate of flow, currents, or the course and direction of surface water and/or groundwater?	[ ]	[ ]	[X]	[ ]
l) Other modification of a wash, channel creek or river?	[ ]	[ ]	[ ]	[ ]
m) Impact Stormwater Management in any of the following ways:	[ ]	[ ]	[X]	[ ]
i) Potential impact of project construction and project post-construction activity on storm water runoff?	[ ]	[ ]	[X]	[ ]
ii) Potential discharges from areas for materials storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas?	[ ]	[ ]	[ ]	[X]
iii) Significant environmentally harmful increase in the flow velocity or volume of storm water runoff?	[ ]	[ ]	[ ]	[X]
iv) Significant and environmentally harmful increases in erosion of the project site or surrounding areas?	[ ]	[ ]	[ ]	[X]
v) Storm water discharges that would significantly impair or contribute to the impairment of the beneficial uses of receiving waters or areas that provide water quality benefits (e.g. riparian corridors, wetlands, etc.)	[ ]	[ ]	[ ]	[X]
vi) Cause harm to the biological integrity of drainage systems, watersheds, and/or water bodies?	[ ]	[ ]	[ ]	[X]
vii) Does the proposed project include provisions for the separation, recycling, and reuse of materials both during construction and after project occupancy?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING - Would the project:				
a) Disrupt or physically divide an established community (including a low-income or minority community)?	[ ]	[ ]	[ ]	[X]
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	[ ]	[ ]	[ ]	[X]
c) Conflict with any applicable habitat conservation plan, natural community conservation plan, and/or policies by agencies with jurisdiction over the project?	[ ]	[ ]	[ ]	[X]
X. MINERAL AND ENERGY RESOURCES - Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	[ ]	[ ]	[ ]	[X]
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	[ ]	[ ]	[ ]	[X]
c) Use nonrenewable resources in a wasteful and inefficient manner?	[ ]	[ ]	[X]	[ ]
XI. NOISE - Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	[ ]	[ ]	[X]	[ ]
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	[ ]	[ ]	[X]	[ ]
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	[ ]	[ ]	[X]	[ ]
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	[ ]	[ ]	[X]	[ ]
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	[ ]	[ ]	[ ]	[X]
XII. POPULATION AND HOUSING – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	[ ]	[ ]	[X]	[ ]
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere (especially affordable housing)?	[ ]	[ ]	[ ]	[X]
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	[ ]	[ ]	[ ]	[X]
XIII. PUBLIC SERVICES - Would the project result in:				
a) Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	[ ]	[ ]	[X]	[ ]
ii) Police protection?	[ ]	[ ]	[X]	[ ]
iii) Schools?	[ ]	[ ]	[ ]	[X]
iv) Parks?	[ ]	[ ]	[ ]	[X]
XIV. RECREATION - Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	[ ]	[ ]	[ ]	[X]
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	[ ]	[ ]	[ ]	[X]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC – Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	[ ]	[ ]	[X]	[ ]
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	[ ]	[ ]	[X]	[ ]
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	[ ]	[ ]	[ ]	[X]
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	[ ]	[ ]	[ ]	[X]
e) Result in inadequate emergency access?	[ ]	[ ]	[ ]	[X]
f) Result in inadequate parking capacity?	[ ]	[ ]	[ ]	[X]
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	[ ]	[ ]	[ ]	[X]
h) Hazards or barriers for pedestrians or bicyclists?	[ ]	[ ]	[ ]	[X]
XVI. UTILITIES AND SERVICE SYSTEMS - Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	[ ]	[ ]	[ ]	[X]
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	[ ]	[ ]	[ ]	[X]
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	[ ]	[ ]	[X]	[ ]
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	[ ]	[ ]	[X]	[ ]

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	[ ]	[ ]	[X]	[ ]
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	[ ]	[ ]	[ ]	[X]
g) Comply with federal, state, and local statutes and regulations related to solid waste?	[ ]	[ ]	[ ]	[X]
XVII. MANDATORY FINDINGS OF SIGNIFICANCE:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	[ ]	[X]	[ ]	[ ]
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	[ ]	[X]	[ ]	[ ]
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	[ ]	[ ]	[ ]	[X]

D. DISCUSSION OF ENVIRONMENTAL IMPACTS AND/OR EARLIER ANALYSIS:

Section and Subsections	Evaluation of Impacts
I. AESTHETICS	**a) Less Than Significant:** The project proposes to construct a 35'–0" tall professional office building. The proposed office building would total 99,719 square feet in floor area on approximately 2.25 acres of undeveloped land. The proposed building would be located approximately 500 feet west of State Route (SR) 14 and would be visible from some locations along the freeway. Major freeways and roadways serve a dual purpose as transportation corridors through the Santa Clarita Valley and as view corridors. Through portions of the Santa Clarita Valley, the freeways and canyon roads are surrounded by undisturbed mountains, ridgelines, and forestland. Much of the planning area along I-5, SR-14, SR-126, and various canyon roads including Soledad Canyon Road, which is the right-of-way adjacent to the proposed project, affords scenic vistas. In addition, the proposed building would restrict adjacent residential views of the mountains to the southeast. However, the land surrounding the project site is largely developed, with additional larger scale development currently under construction in the project vicinity. As such, the project site and vicinity do not contain mountains, ridgelines, forest or any other notable scenic features. Furthermore, the proposed project meets all established City building codes, most notably for building height, which is at the City's limit of 35 feet. Therefore, the proposed project will not have a significant adverse effect on a scenic vista. **b) No Impact:** The project is proposed on a vacant parcel adjacent to Soledad Canyon Road and visible from SR-14. Neither of these roadways are designated or eligible state scenic highways. Regardless, no scenic resources are located on the project site or vicinity, including, but not limited to, primary/secondary ridgelines, trees, rock outcroppings, or historic buildings. Therefore, the proposed project would have no impacts on scenic resources within a state scenic highway. **c) Less Than Significant:** The proposed project would alter the aesthetics of the site by converting a vacant lot into an office building development. However, the proposed project conforms to the City's land use designation as Commercial Office, and the proposed office building does not exceed building height limits established in the City's building code. In addition, the proposed office development is professionally designed with architectural details and landscaping on all sides. Furthermore, the project conforms to the adjacent land use along Soledad Canyon Road, which is highly utilized for commercial use. Therefore, the proposed project will not substantially degrade the existing visual character or quality of the site and its surroundings, and would have no related significant impacts. **d) Less Than Significant:** The proposed project includes a 99,719 square foot office building, including 441 onsite parking stalls the majority of which are subterranean. The project proposes light sources that will be scattered evenly throughout the landscape and exposed parking area. In accordance with the City's UDC, the proposed outdoor light sources will be covered and facing down in order to minimize creation of glare and ambient light sources that could impact surrounding residential areas. Therefore, the project would not cause significant lighting or glare impacts. **e) Other:** The project would not cause any other aesthetic impacts.
II. AGRICULTURE	**a) No Impact:** There are currently no agricultural operations being conducted on

RESOURCES	the project site, and the City of Santa Clarita's General Plan does not identify any important farmlands or any lands for farmland use. In addition, the site is zoned Commercial Office and is not within an area of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Grazing Land, or Farmland of Local Importance as identified by the California Department of Conservation, Division of Land Resource Protection on the Los Angeles County Important Farmland 2002 map (California Department of Conservation, Division of Land Resource Protection, 2004). Therefore, the proposed project would have no impact to Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. **b) No Impact:** The City of Santa Clarita does not have any agricultural zoning designations, nor does the City's General Plan identify any agricultural land use designations. Further, there is no Williamson Act contract land in the City. Therefore, the proposed project would not conflict with zoning for agricultural use or Williamson Act contracts, and would have no related impacts. **c) No Impact:** The vacant project site is not currently used for agricultural purposes, nor are there any agricultural uses in the project vicinity. Furthermore, the proposed project would not, in any way, hinder the operations of any existing agricultural practices. Therefore, the project will not have an impact that could result in conversion of farmland to non-agricultural use. **d) Other:** The project would not cause any other impacts to agricultural resources.
III. AIR QUALITY	**a) No Impact:** The Santa Clarita Valley, an interior valley of southern California, is within the South Coast Air Basin, which is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the Pacific Ocean to the south and west. The air quality in the South Coast Air Basin is managed by the South Coast Air Quality Management District (SCAQMD). The South Coast Air Basin has a history of recorded air quality violations and is an area where both state and federal ambient air quality standards are exceeded. Because of the violations of the California Ambient Air Quality Standards (CAAQS), the California Clean Air Act requires triennial preparation of an Air Quality Management Plan (AQMP) to achieve the standards. The South Coast Air Quality Management District (SCAQMD) prepares the basin's air quality management plans with technical and policy inputs from the U.S. Environmental Protection Agency (EPA), the California Air Resource Board (CARB), and the Southern California Association of Governments (SCAG). The most recently adopted plan is the 2003 AQMP, adopted on August 1, 2003. This plan is the South Coast Air Basin's portion of the State Implementation Plan (SIP). The SIP outlines steps required to achieve the standards while allowing for growth projected by the Southern California Association of Governments. This plan is designed to achieve the 5 percent annual reduction goal of the California Clean Air Act. The AQMP accommodates growth based SCAG's predictions. Future regional levels of vehicular air pollution identified in the AQMP are based on SCAG's growth forecasts in the Regional Comprehensive Plan (RCP) coupled with the Regional Transportation Plan (RTP). Thus, projects that are consistent with employment and population forecasts are consistent with the AQMD. These forecasts are predicted using local land use plans, particularly zoning and general plan land use designations. The proposed project is consistent with the Zoning and General Plan Land Use designations for the site. Thus, the project is consistent with the growth projections accommodated by the AQMP. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan, and would have no associated impacts.

b) Less than Significant: Air quality standards in southern California are identified by both the United States Environmental Protection Agency (USEPA) in the National Ambient Air Quality Standards (NAAQS) and the California Air Resources Board (CARB) in the California Ambient Air Quality Standards (CAAQS). These standards have been established for five pollutants – ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), fine particulate matter (PM_{10}), and lead. The South Coast Air Basin (SCAB) is managed by the South Coast Air Quality Management District (SCAQMD). The SCAQMD has developed significance thresholds that correspond to the air quality standards for the SCAB. These thresholds are described in Chapter 6 of the SCAQMD CEQA Handbook (1993) and shown in Table III.1 of this report.

The proposed project would generate short-term air pollutants from construction activities and long-term air pollutants from vehicle emissions and other operations associated with typical office use. The proposed project's potential air emissions were calculated using the "URBEMIS 2002 Air Emissions From Land Development" model (URBEMIS model).

Table III.1 compares the estimated air quality emissions of the proposed project as calculated by the URBEMIS model to the SCAQMD thresholds.

Table III.1 Project Air Emissions/SCAQMD Threshold Comparison Matrix

	Area Plus Operational Emission Threshold (max. lbs/day)	Project's Winter Area and Operational Emissions (max. lbs/day)	Project's Summer Area and Operational Emissions (max. lbs/day)	Daily Construction Emission Threshold (max. lbs/day)	Project's 2006 Maximum Daily Construction Emissions (max. lbs/day)	Project's 2007 Construction Emissions during Finish Work (max. lbs/day)
ROG *	55	*14.12*	*14.61*	75	*33.81*	*33.79*
NOx	55	*23.47*	*16.3*	100	*66.09*	*0.14*
CO	550	*160.55*	*173.24*	550	*81.29*	*3.01*
SO_2	150	*0.13*	*0.15*	150	*0.19*	*0.0*
PM_{10}	150	*13.49*	*13.5*	150	*25.23*	*0.04*

*ROG (Reactive Organic Gas) through a series of chemical reactions with NOx forms ground level ozone.

As shown in Table III.1, neither the construction emissions nor the area and operational emissions of the proposed project would be significant air quality impacts, per the SCAQMD standards. In addition to SCAQMD's basin-wide thresholds of significance, micro-scale standards (1-hour and 8-hour) have been established for chronic exposure to CO. Chronic exposure to CO is typically associated with traffic emissions at a congested intersection – causing a CO "hotspot". The URBEMIS model does not calculate CO on a micro-scale, rather a CO "hotspot" analysis would be required to calculate micro-scale CO concentrations. However, as shown in Table III.1, the CO impact from the project are only 23% of the significance threshold. Typically, a CO "hotspot" analysis is only waranted when CO emissions exceed or approach the SCAQMD's CO threshold. In addition, the uncongested nature of the surrounding roadways and the low concentration of CO experienced at the nearest air quality monitoring station indicate that CO "hotspots" are not a concern for the project site and vicinity. Furthermore, as auto emissions continue to improve, CO "hotspots" continue to diminish throughout the SCAB, balancing out the pollutants emitted by project-generated traffic. Thus, there are no "hotspot" CO impacts associated with the proposed project.

It should also be noted that the URBEMIS model does not account for SCAQMD Rule 403, which applies to the proposed project. This rule requires construction practices within the SCAB to take measures to reduce emission of fugitive dust, including PM_{10}. SCAB Rule 403 Part D (as amended April 2, 2004) states in relevant part:

> (1) No person shall cause or allow the emissions of fugitive dust from any active operation, open storage pile, or disturbed surface area such that:
>
> (A) the dust remains visible in the atmosphere beyond the property line of the emission source; or
>
> (B) the dust emission exceeds 20 percent of capacity (as determined by the appropriate test method included in the Rule 403 Implementation Handbook), if the dust emission is the result of movement of a motorized vehicle.
>
> (2) No person shall conduct active operations without utilizing the applicable best available control measures included in Table 1 of this Rule to minimize fugitive dust emissions from each fugitive dust source type which is part of the active operation.
>
> (3) No person shall cause or allow PM_{10} levels to exceed 50 micrograms per cubic meter when determined, by simultaneous sampling, as the difference between upwind and downwind samples collected on high-volume particulate matter samplers or other U.S. EPA-approved equivalent method for PM_{10} monitoring. If sampling is conducted, samplers shall be:
>
> (A) Operated, maintained, and calibrated in accordance with 40 Code of Federal Regulations (CFR), Part 50, Appendix J, or appropriate U.S. EPA-published documents for U.S. EPA-approved equivalent method(s) for PM10.
>
> (B) Reasonably placed upwind and downwind of key activity areas and as close to the property line as feasible, such that other sources of fugitive dust between the sampler and the property line are minimized.
>
> (4) No person shall allow track-out to extend 25 feet or more in cumulative length from the point of origin from an active operation. Notwithstanding the preceding, all track-out from an active operation shall be removed at the conclusion of each workday or evening shift.
>
> (5) After January 1, 2005, no person shall conduct an active operation with a disturbed surface area of five or more acres, or with a daily import or export of 100 cubic yards or more of bulk material without utilizing at least one of the measures listed in subparagraphs (d)(5)(A) through (d)(5)(E) at each vehicle egress from the site to a paved public road.
>
> (A) Install a pad consisting of washed gravel (minimum-size: one inch) maintained in a clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long.
>
> (B) Pave the surface extending at least 100 feet and at least 20 feet wide.
>
> (C) Utilize a wheel shaker/wheel spreading device consisting of raised dividers (rails, pipe, or grates) at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
>
> (D) Install and utilize a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the site.
>
> (E) Any other control measures approved by the Executive Officer and the U.S. EPA as equivalent to the actions specified in subparagraphs (d)(5)(A) through (d)(5)(D).

With the required compliance with SCAQMD Rule 403 the proposed project would not exceed the thresholds of significance established by the SCAQMD. Therefore, the project would not violate any air quality standard or contribute substantially to any air quality violation, and the proposed project would have no related significant impacts.

	c) Less than Significant: The City of Santa Clarita is within the South Coast Air Basin (SCAB). This basin is a non-attainment area for Ozone (O_3), Fine Particulate Matter ($PM_{2.5}$), Respirable Particulate Matter (PM_{10}), and Carbon Monoxide (CO), and is in a maintenance area for Nitrogen Dioxide (NO_2). The project's contribution of O_3, $PM_{2.5}$, PM_{10}, CO, and NO_2 is shown in Table III.1. As discussed is Section III.b), the proposed project would not exceed the thresholds of significance established by the SCAQMD. The SCQAMD established these thresholds in consideration of cumulative air pollution in the SCAB. As such, projects that do not exceed the SCAQMD's thresholds are not considered a hinderance to the long-term attainment status of the basin and, therefore, do not significantly contribute to cumulative air quality impacts. Since, the proposed project would not exceed the SCAQMD's thresholds, the project would not result in a cumulatively considerable net increase of any criteria pollutant, and the project would have no related significant impacts. **d) Less than Significant:** Certain residents, such as the very young, the elderly and those suffering from certain illnesses or disabilities, are particularly sensitive to air pollution and are considered sensitive receptors. In addition, active park users, such as participants in sporting events, are sensitive air pollutant receptors due to increased breathing rates. Land uses where sensitive air pollutant receptors congregate include schools, day care centers, parks, recreational areas, medical facilities, rest homes, and convalescent care facilities. The project site is a rectangular shaped parcel, bordered to the north by a residential neighborhood. To the south of the project site and across Soledad Canyon Road is an apartment complex, and to the west is a medical office facility. The east of the project area is bordered by a vacant lot designated Commercial Office. A 6-foot concrete-block boundary wall separates the project site from the existing residential property to the north. Of these uses, the homes to the north and south of the project site, and the medical office building to the west are sensitive air quality receptors. However, as discussed in Section III.b), and III.c), the project would not, in and of itself, violate any air quality standards and would not substantially contribute to the existing violations of air quality standards. These standards were developed by the USEPA and CARB to identify the levels of air quality considered safe to protect the public health and welfare. Specifically, these standards were designed to protect those people most susceptible to respiratory distress, the most sensitive receptors. Since, the project would not violate any air quality standards, would not cause any CO hotspots, and would not be a long-term generator of $PM_{2.5}$ the project would not expose sensitive receptors to substantial pollutant concentrations. **e) No Impact:** The proposed use of the site and the surrounding uses are not shown on Figure 5-5 "Land Uses Associated with Odor Complaints" of the 1993 SCAQMD's CEQA Air Quality Handbook. Therefore, the proposed project would not create objectionable odors, and would have no associated impacts. **f) Other:** The project would not cause any other air quality impacts.
IV. BIOLOGICAL RESOURCES	**a) No Impact:** The proposed project site is a vacant rectangular shaped parcel located adjacent to Soledad Canyon Road. The project site is relatively flat with maintained grasses and one existing pepper tree located on-site. The site is surrounded on all sides by development, except for a maintained vacant lot to the east. The site is not known or expected to contain any species identified as

	candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Further, the site does not contain any habitat capable of supporting special status species. Therefore, the project would have no impacts. **b) No Impact:** The proposed project site contains no riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulation or by the California Department of Fish and Game or US Fish or Wildlife Service. Vegetation on-site consists of maintained non-native grasses and a single pepper tree. Therefore, the project would have no impacts. **c) No Impact:** The proposed project site does not contain any federally protected wetlands as defined in Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.). Therefore, the proposed project would not have adverse effects on protected wetlands. **d) No Impact:** The site is currently vacant with an adjacent vacant parcel to the east. However, developments exist on all remaining sides of the project area. Furthermore, several hundred feet to the east of the project site is the State Route 14. The project site separated from any native habitat by this state highway and Soledad Canyon Road. As such, the area is not a known resident or migratory corridor nor is the area utilized for the movement of any native resident or migratory fish or wildlife species. Therefore, no impacts would occur. **e) No Impact:** The City of Santa Clarita's Oak Tree Ordinance (Ordinance 88-34) is the only local policy or ordinance that protects biological resources. The project site does not contain any oak trees. The single pepper tree on-site is not a protected species. Therefore, the project would have no impacts related to conflicts with local policies protecting biological resources. **f) No Impact:** The project site is not within a Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved local, regional, or state habitat conservation plan. Therefore, the project would not conflict with any adopted habitat conservation plans, and the project would have no related impacts. **g) No Impact:** The project site is not within a Significant Ecological Area identified on either the Exhibit OS-2 of the City's General Plan or the Los Angeles County Significant Ecological Area mapping. The project site is also not within a Significant Natural Area identified by the CDFG. The project site is designated as Commercial Office and is located in a commercial and residential area flanked by two major roadways. Therefore, the property is not a Significant Ecological Area or Significant Natural Area, and the proposed project would have no related impacts. **h) Other:** The project would not cause any other impacts to agricultural resources
V. CULTURAL RESOURCES	**a) No Impact:** This portion of the Santa Clarita Valley is not known or expected to contain any historic resources, as the majority of historic resources in the valley are associated with railroad development and the Newhall community. The project site is vacant containing a maintained grass field and an overgrown pepper tree. Structures do not exist on the project site. Therefore, the proposed project would have no impact to any historical resources. **b) Less Than Significant with Mitigation:** The project site is not known or expected to contain prehistoric or historic archeological sites. However, the project

	will involve grading and removal of 51,500 cubic yards of earth, which is necessary to construct the two-level subterranean parking garage. Thus, there is a potential for construction of the project to encounter previously undiscovered archeological resources, however the potential is low. In the unlikely event that archaeological resources are encountered during grading or construction of the project, Mitigation Measure V-1 requires all project grading and construction efforts, to halt until an archeologist examines the site, identifies the archaeological significance of the find, and recommends a course of action. Incorporation of Mitigation Measure V-1 would ensure the proposed project would not significantly impact archaeological resources. **Mitigation Measure V-1:** If archaeological resources are encountered during project construction, all construction activities shall halt until an archeologist certified by the Society of Professional Archaeologists examines the site, identifies the archaeological significance of the find, and recommends a course of action. Construction shall not resume until the site archaeologist states in writing that the proposed construction activities will not significantly damage archaeological resources, and the City of Santa Clarita concurs with this conclusion. **c) Less than Significant with Mitigation:** The proposed project site is categorized as Disturbed/Developed as identified on Exhibit OS-3, showcasing Biological Resources Study Areas Showing Habitat Sensitive Ranks in the City's General Plan. The site is relatively flat and the grasses and weeds that exist onsite are regularly maintained. No paleontological resource or unique geologic feature is known to exist onsite. In the unlikely event that paleontological resources are encountered during grading or construction of the project, Mitigation Measure V-2 requires all project grading and construction efforts, to halt until a paleontoligist examines the site, identifies the paleontological significance of the find, and recommends a course of action. Incorporation of Mitigation Measure V-2 would ensure the proposed project would not significantly impact paleontological resources. **Mitigation Measure V-2:** If paleontologiclal resources are encountered during project construction, all construction activities shall halt until a paleontologist certified by the Society of Professional Archaeologists examines the site, identifies the paleontological significance of the find, and recommends a course of action. Construction shall not resume until the site paleontologist states in writing that the proposed construction activities will not significantly damage paleontological resources, and the City of Santa Clarita concurs with this conclusion. **d) No Impact:** There are no known human remains on the site. The project site is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. Thus, human remains are not expected to be encountered during construction of the proposed project. In the unlikely event that human remains are encountered during project construction, State Health and Safety Code Section 7050.5 requires the project to halt until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Public Resources Code Section 5097.98. Compliance with these regulations would ensure the proposed project would not result in significant impacts due to disturbing human remains. **h) Other:** The project would not cause any other impacts to cultural resources.
VI. GEOLOGY AND SOILS	**a)i. No Impact:** The project site is not located within an Alquist-Priolo Earthquake Fault Zone. Regardless, the proposed project is required to comply with the California Building Code that establishes regulations for structures in potentially

	hazardous areas, in order to withstand impacts caused from localized earthquake activity. Therefore, the proposed project would not expose people or structures to potential adverse effects from the rupture of a known earthquake fault and would cause no associated significant impacts. **a)ii. Less Than Significant:** The City of Santa Clarita is within a seismically active region of southern California. Consequently, future development will likely be subject to strong seismic ground shaking. The proposed structure is required to comply with the Uniform Building Code and other construction standard codes, and is subject to inspection during construction. Conforming to these required standards will ensure the proposed project would not result in significant impacts due to strong seismic ground shaking. **a)iii. Less than Significant with Mitigation:** The project site is within a designated Seismic Hazard Zone, as shown on the Seismic Hazard Zones map, City of Santa Clarita. The map includes earthquake-induced landslide hazard zones, and liquefaction hazard zones. The project site is within a liquefaction hazard zone, as shown on the aforementioned map. However, the proposed structure is required to comply with the Uniform Building Code and other applicable codes, and is subject to approval by the City engineer as well as inspection during construction. Furthermore, from a geology and soils study, titled Preliminary Soils Engineering Investigation, prepared by the Subsurface Design Co. for the proposed project site, groundwater was not encountered to a maximum depth of fifty-one feet (51') in the explorations placed on-site. Due to the lack of groundwater in the explorations placed on-site, the potential for liquefaction to occur is considered to be remote. However, if groundwater raises to historic high levels liquefaction could be a hazard to the subject property. According to the geology and soils study, a few thin zones of the underlying soil between a depth of ten and twenty feet (10'-20') deep may be susceptible to liquefaction if an earthquake occurs while groundwater is at historic high levels. The geology and soils study contains recommendations for actions that would minimize potential damage related to seismic activities and associated liquefaction, and Mitigation Measures VI-1 through VI-6 requires these recommendations to be incorporated into the final plans. The recommendations included in the report pertain to grading, foundation, floor slabs, excavations, excavation erosion control, retaining walls, and drainage and maintenance. Conforming to these required standards will ensure the proposed project would not result in significant impacts related to ground failure, and including liquefaction. **Mitigation Measure VI-1:** Grading will consist of excavations for the proposed subterranean parking level. This grading will include vertical excavations adjacent to the property lines. Additionally, removal and recompaction of the potentially liquefiable zones below the bottom of the foundations to a depth of twenty feet (20') will be required. Grading shall be carried forth as described in the GRADING AND EARTHWORK section of the Preliminary Soils Engineering Investigation, which is available at the City of Santa Clarita Planning Division, Santa Clarita City Hall, 23920 Valencia Blvd, Suite 302, Santa Clarita, CA 91355. **Mitigation Measure VI-2:** The proposed structure shall be supported by foundations extending into the underlying certified compacted fill. All foundations for the proposed development shall extend a minimum of eighteen inches into the fill. Foundations should be designed as outlined in the FOUNDATIONS section also found in the Preliminary Soils Engineering Investigation, as mentioned in Mitigation Measure VI-1.

	Mitigation Measure VI-3: In order to perform the excavations required for the proposed subterranean parking level and the required removal and recompaction, shoring piles along the property lines will be required. Temporary shoring shall be designed as outlined in the FOUNDATIONS and EXCAVATIONS section also found in the Preliminary Soils Engineering Investigation, as mentioned in Mitigation Measure VI-1. **Mitigation Measure VI-4:** Restrained retaining walls will be required for the proposed subterranean parking level along all sides of the proposed structure. Retaining walls shall be designed and backfilled as outlined in the RETAINING WALLS section also found in the Preliminary Soils Engineering Investigation, as mentioned in Mitigation Measure VI-1. **Mitigation Measure VI-5:** Chemical testing performed on a selected sample indicates that the soil may be moderately corrosive to buried metal. To the satisfaction of the City's Building and Safety Division the project engineer shall incorporate safeguards for buried metal. **Mitigation Measure VI-6:** The site shall be maintained as outlined in the DRAINAGE AND MAINTENANCE section also found in the Preliminary Soils Engineering Investigation, as mentioned in Mitigation Measure VI-1. **a)iv. No Impact:** As mentioned in Section VI.a)iii, the project site is within a seismic hazard zone as identified on the Seismic Hazard Zones map, City of Santa Clarita. However, this only pertains to liquefaction and the project is not within an earthquake induced landslide hazard zone. Furthermore, the proposed structure is required to comply with the Uniform Building Code and other applicable codes, and is subject to inspection during construction. Conforming to these required standards would ensure the proposed project would not result in significant impacts related to landslides. **b) Less than Significant:** During construction of the proposed project, the soils on-site may become exposed, and thus subject to erosion. However, the project is required to comply with existing regulations that reduce erosion potential. The proposed project will comply with SCAQMD Rule 403, which as described in Section III of this report would reduce the potential for wind erosion. Similarly, water erosion during construction would be substantially reduced by complying with the National Pollution Discharge Elimination System (NPDES). As further detailed in Section VIII of this report, NPDES requires the construction of the project to incorporate Best Management Practices (BMPs) to reduce erosion and prevent eroded soils from washing offsite. As mentioned in VI.a)iii, and VI.a)iv of this report, the proposed project will be required to further comply with recommendations included in a geology and soils study, prepared by Subsurface Designs Inc, for the proposed project. The said recommendations pertain to among other things excavation erosion control activities, and would further reduce soil erosion or loss of topsoil, either on or off site. Thus, the potential to increase erosion during any construction activity would be effectively mitigated through the required compliance activities. **c) No Impact:** The project site is located on a flat graded parcel that is rectangular in shape. On the Seismic Hazard Zones Map the project site is within liquefaction hazard zone. However, the project has been reviewed by a soils engineer, and is required to meet all established building codes to ensure the project meets the City's established safety needs and requirements. Therefore, the proposed project would not create a substantial risk to life or property due to expansive soils, and the project would have no related significant impacts.

	d) No Impacts: Per the project's geology and soils report (Subsurface Design, 2005) the project site may contain small traces of expansive soils. The alluvium underlying the subject property consist of alternating layers of silty sand, sandy silt, clayey sand, clayey silt and silty clay. The alluvium was typically grayish brown to brown, slightly moist to moist, medium dense to dense, and firm to stiff with some gravel. Clay is the main soil type generally prone to expansion and cracking, and expansion generally occurs in alluvial areas where water at one time or another has been deposited via runoff from surrounding rivers or from mountainous regions. Expansive clay particles are invisible to the naked eye and swell by absorbing large amounts of water relative to their volume. When these particles dry out, they can shrink considerably. Much of California is underlain by expansive soils. However, expansive soil doesn't cause problems unless poorly designed structures are built upon it. The proposed project conforms to all Uniform Building Codes, and plans have been reviewed and approved by the City's engineer. Therefore, the project will not have any related impact due to expansive soil that would create substantial risks to life or property. **e) No Impact:** The project will be required to connect to the existing sewer system. Therefore, soil suitability for septic tanks or alternative wastewater disposal systems is not applicable in this case, and the proposed project would have no associated impacts. **f-g) Less than Significant Impact:** The topography of the project site, as existing, is effectively flat with an engineered slope along the site's northern boundary. The site generally slopes downward from northeast to southwest with elevations in the flat portions of the site ranging from approximately 1465 feet above mean sea level (amsl) to 1459 feet amsl. The project proposes the exportation of 51,500 cubic yards (yds^3) of earth off-site which is necessary to construct the subterranean parking garage. However, the site's minimum relief is man-made, and no natural topography features exist on-site. The proposed grading will be to prepare the site for development, and does not involve any landform changes. Therefore, although the project involves 51,500 yds^3 of earthwork, the proposed topographic changes and earth movement are not significant impacts. **h) No Impact:** As discussed, the project site is largely flat. Although engineered slopes onsite may exceed 10%, there are no natural slopes greater than 10 percent natural grade existing on the site. Therefore, the proposed project would not cause any impacts from development or grading slopes greater than 10% natural grade. **i) Less than Significant Impact:** As discussed, the topography of the project site, as existing, is effectively flat with an engineered slope along the site's northern boundary. The site does not contain any ridgelines or other regionally notable topographic features. Therefore, the proposed project would not result in the destruction, covering, or modification of any unique geologic or physical feature, and the project would have no related significant impact. **j) Other:** The project would not cause any other impacts related to geology and soils.
VII. HAZARDS AND HAZARDOUS MATERIALS	**a) No Impact:** The proposed office building is not anticipated to store, use, or generate substantial amounts of hazardous materials, and is not anticipated to utilize any acutely hazardous materials. The only hazardous materials expected to be utilized onsite are typical cleansers, solvents, pesticides, and fertilizers for the normal maintenance of structures and landscaping. These chemicals are used for normal maintenance and are not typically of sufficient amount or concentration to

	pose hazards to the public. Therefore, the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials, and would have no associated impacts. **b) No Impact:** The site is not known or expected to contain any underground storage tanks (USTs), aboveground storage tanks (ASTs), gas lines, or other hazardous material conduits or storage facilities. The project site is not included on a list of hazardous materials sites compiled pursuant to 65962.5. However, a Preliminary Site Assessment was prepared for the project site by National Environmental, Inc., 2004, which is available at the City of Santa Clarita Planning Division, Santa Clarita City Hall, 23920 Valencia Blvd, Suite 302, Santa Clarita, CA 91355. The study includes a review for hazardous material uses onsite, field investigation, and a review of historical land use and site mapping. The project site investigation of property history and occupancy found no evidence of hazardous material conditions on-site. There exists no evidence of willful industrial abuse, legal/illegal dumping, mining, or oil and gas exploration/production. Furthermore, the project does not propose any industrial uses, waste treatment/storage facilities, power plants, or other land uses that are typically associated with hazardous material accidents. Therefore, the proposed project would not create a hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment, and the project would have no related impacts. **c) No Impact:** The project site is not located within one-quarter mile of an existing or proposed school. Furthermore, as discussed in Section VII.a) of this report, the proposed uses are not anticipated to store, use, or generate substantial amounts of hazardous materials, and are not anticipated to utilize any acutely hazardous materials. Therefore, the project would have no related impacts. **d) No Impact:** The project site has no previous development and is not known to contain any hazardous materials. The site is not found on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment. **e) No Impact:** There are no airports located within ten (10) miles of the project site; and the project site is not within an airport land use plan. Therefore, the project would not result in a safety hazard for people residing or working in proximity to an airport, and the proposed project would have no associated impacts. **f) No Impact:** The project site is not within the vicinity of a private airstrip. There are no airplane transportation facilities, public or private, within ten (10) miles of the project site. Therefore, the project would not result in a safety hazard for people residing or working in proximity to an private airstrip, and the proposed project would have no associated impacts. **g) No Impact:** The proposed project involves the development of a commercial office building on a 2.25-acre site. The construction and operation of the proposed project would not place any permanent or temporary physical barriers on any existing public streets. Furthermore, the project site is not utilized by any emergency response agencies, and no emergency response facilities exist in the project vicinity. Therefore, the proposed project would have no impact to emergency response planning. **h) No Impact:** As identified on the City's Fire Hazards Zone map, the project site is outside the fire hazard zones. The site is surrounded by residential development to the north and south, a medical office building to the east, a vacant Commercial

	Office (CO) parcel to the east, and State Route 14 approximately 500 feet further to the east. The developed areas to the north, west, and south of the project area act as buffers to wildfires. In addition, the proposed development of the site will reduce the wildfire fuel onsite, by eliminating the weeds and other annual grasses that cover a large portion of the site. Furthermore, the project's landscape plan is subject to review and approval by the City's Planning and Economic Development Department and Los Angeles County Fuel Modification Unit. This review ensures the proposed plant pallet is appropriate for the conditions at the subject site. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, and the project would have no associated impacts. **i) No Impact:** The site is not known or expected to contain any electrical transmission lines, gas lines, oil lines, or other hazardous material conduits or storage facilities. Therefore, the proposed project would not expose people to existing sources of potential health hazards, and the project would have no related impacts. **j) Other:** The project would not cause any other impacts related to hazards and hazardous materials.
VIII. HYDROLOGY AND WATER QUALITY	**a) Less than Significant Impact:** Section 303 of the federal Clean Water Act requires states to develop water quality standards to protect the beneficial uses of receiving waters. In accordance with California's Porter/Cologne Act, the Regional Water Quality Control Boards (RWQCBs) of the State Water Resources Control Board (SWRCB) are required to develop water quality objectives that ensure their region meets the requirements of Section 303 of the Clean Water Act. Santa Clarita is within the jurisdiction of the Los Angeles RWQCB. The Los Angeles RWQCB adopted water quality objectives in its Stormwater Quality Management Plan (SQMP). This SQMP is designed to ensure stormwater achieves compliance with receiving water limitations. Thus, stormwater generated by a development that complies with the SQMP does not exceed the limitations of receiving waters, and thus does not exceed water quality standards. Compliance with the SQMP is ensured by Section 402 of the Clean Water Act, which is known as the National Pollution Discharge Elimination System (NPDES). Under this section, municipalities are required to obtain permits for the water pollution generated by stormwater in their jurisdiction. These permits are known as Municipal Separate Storm Sewer Systems (MS4) permits. Los Angeles County and 85 incorporated Cities therein, including the City of Santa Clarita, obtained an MS4 (Permit # 01-182) from the Los Angeles RWQCB, most recently in 2001. Under this MS4, each permitted municipality is required to implement the SQMP. In addition, as required by the MS4 permit, the City of Santa Clarita has adopted a Standard Urban Stormwater Mitigation Plan (SUSMP) ordinance to ensure new developments comply with SQMP. The City's SUSMP ordinance requires new developments to implement Best Management Practices (BMPs) that reduce water quality impacts, including erosion and siltation, to the maximum extent practicable. This ordinance also requires most new developments to submit a plan to the City that demonstrates how the project will comply with the City's SUSMP and identifies the project-specific BMP that will be implemented. This project is considered a development planning priority project under the City's NPDES Municipal Stormwater Permit with the construction of an industrial/commercial development greater than one acre in size. In accordance

	with the MS4 Permit and the City's SUSMP ordinance, a SUSMP that incorporates appropriate post construction BMPs into the design of the project must be prepared and approved prior to issuance of any grading or building permits. Compliance with the MS4 permit and the SUSMP would ensure that the proposed project would not violate any water quality standards or waste discharge requirements, and the project would have no related significant impacts. **b) Less than Significant:** The Santa Clara River and its tributaries are the primary groundwater recharge areas for the Santa Clarita Valley (City of Santa Clarita General Plan, 1991). The proposed project would add impermeable surfaces to a currently undeveloped site, which could reduce the site's groundwater recharge potential. However, the site's runoff currently flows into an engineered storm drain system, and is not part of the natural drainage system that is largely responsible for recharging groundwater. The proposed project would alter the drainage of the site by adding impermeable surfaces; however, the proposed project would maintain the site's outflow into the supporting storm drain system. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, and the project would have no related significant impacts. **c) Less than Significant:** Development projects that increase the volume or velocity of surface water can result in an increase in erosion and siltation. Increased surface water volume and velocity causes an increase in siltation and sedimentation by increasing both soil/water interaction time and the sediment load potential of water. As required by the City of Santa Clarita and the Countywide MS4 Permit, any development on the site will require that the final design of the development's drainage system is engineered so that post-development peak runoff discharge rates (a measure of the volume and velocity of water flows) are equal to or less than pre-development peak runoff rates. The proposed project would alter the site's drainage. The project site is relatively flat with a total change in elevation of eight (8) feet, gently sloping from the northeast to the southwest. Runoff currently drains from Lost Springs Road located at the northeast end of the property onto the vacant project site, where water sheet flows and eventually drains to the storm drain located 250 feet to the west of the site along Soledad Canyon Road. The proposed development would add impermeable surfaces to the existing field where water is conveyed as sheet flow. However, the project will include a drainage system that will comply with the MS4 permit to handle both the runoff that currently flows to the site from surrounding development and the increased runoff from the proposed impermeable surfaces onsite. The proposed drainage system would include a new connection to the existing storm drain in Soledad Canyon approximately 250 feet to the east of the project site. The proposed drainage system would be maintained via a 10' easement on the east side of the property connecting to the existing storm sewer. The City and developer are currently in the process of choosing between 2 alternate drainage patterns for the projects drainage system. However, both options provide ample drainage capacity for the water draining from Lost Springs Road at the northeast end of the project site and other runoff that percolates to the existing sewer line located west of the project site along Soledad Canyon Road. Neither drainage plan alternative proposes channelizing drainage courses or focusing surface water flows into areas of exposed soil. In addition, the onsite drainage system in accordance with the NPDES requirements discussed above in Section VIII(a), is also required to include Best Management Practices (BMPs) to

reduce erosion and siltation to the maximum extent practicable. Therefore, with the application of standard engineering practices, NPDES requirements, and City standards, the project would not result in substantial erosion or siltation on- or offsite, and the project would have no related significant impacts.

d) No Impact: As discussed in section VIII.c) of this report, the proposed project would include a drainage system that will comply with the MS4 permit to handle both the runoff that currently flows to the site from surrounding development and the increased runoff from the proposed impermeable surfaces onsite. Therefore, the project would not result in flooding on- or offsite, and the project would have no related impacts.

e) No Impact: The proposed project will not increase runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Furthermore, as discussed above in Sections VIII.c) and VIII.d), the proposed development will comply with the City's SUSMP ordinance to ensure that post-development peak storm water runoff rates do not exceed pre-development peak storm water runoff rates; and to ensure that stormwater flows are properly treated before entering the storm drain system. Therefore, the proposed project would not affect the capacity of the stormwater drainage system and currently would not create any source of polluted runoff.

f) Less than Significant: The proposed project will not alter the water sources on the site and the surrounding area. The proposed development will not be a point-source generator of water pollutants. Compliance with the City's SUSMP ordinance will ensure that the proposed project would not generate stormwater pollutants that would substantially degrade water quality.

The project, however, also has the potential to generate short-term water pollutants during construction, including sediment, trash, construction materials, and equipment fluids. The Countywide MS4 permit requires construction sites to implement BMPs to reduce the potential for construction-induced water pollutant impacts. These BMPs include methods to prevent contaminated construction site stormwater from entering the drainage system and preventing construction-induced contaminates from entering the drainage system. The MS4 identifies the following minimum requirements for constructions sites in Los Angeles County:

1. Sediments generated on the project site shall be retained using adequate Treatment Control or Structural BMPs;
2. Construction-related materials, wastes, spills or residues shall be retained at the project site to avoid discharge to streets, drainage facilities, receiving waters, or adjacent properties by wind or runoff;
3. Non-storm water runoff from equipment and vehicle washing and any other activity shall be contained at the project site; and
4. Erosion from slopes and channels shall be controlled by implementing an effective combination of BMPs (as approved in Regional Board Resolution No. 99-03), such as the limiting of grading scheduled during the wet season; inspecting graded areas during rain events; planting and maintenance of vegetation on slopes; and covering erosion susceptible slopes.

In addition, projects with a construction site of one acre or greater, such as the project site, are subject to additional stormwater pollution requirements during construction. The State Water Resources Control Board (SWRCB) maintains a statewide NPDES permit for all construction activities within California that result in one (1) or more acres of land disturbance. This permit is known as the State's

	General Construction Activity Storm Water Permit or the State's General NPDES Permit. Since the proposed project involves greater than one (1) acre of land disturbance, the project is required to submit to the SWRCB a Notice of Intent (NOI) to comply with the State's General Construction Activity Storm Water Permit. This NOI must include a Storm Water Pollution Prevention Plan (SWPPP) that outlines the BMPs that will be incorporated during construction. These BMPs will minimize construction-induced water pollutants by controlling erosion and sediment, establishing waste handling/disposal requirements, and providing non-storm water management procedures. Complying with both the MS4's construction site requirements and the State's General Construction Permit, as well as implementing an SWPPP will ensure that future construction activity on the project site would not significantly impact water quality. **g) No Impact:** The project site is not within the 100-year or 500-year flood zones as shown on the City's "Flood Zones" map. Therefore, the proposed project would not place future housing in flood hazard areas and would have no related impacts. **h) No Impact:** The project site is not within the 100-year or 500-year flood zones as shown on the City's "Flood Zones" map. Therefore, the proposed project would not place future structures in a flood hazard area and would have no related impacts. **i) No Impact:** There are no levees, dams, or other water detention facilities in the vicinity of the project site. Therefore, the proposed project or future related projects would not expose people or structures to a risk of loss, injury, or death involving flooding as a result of the failure of a levee or dam, and the project would have no related impacts. **j) No Impact:** There are no bodies of water in the vicinity of the project site that are capable of producing seiche or tsunami. Similarly, the project site is not in an area prone to landslides, soil slips, or slumps. Therefore, the proposed project would have no impact from seiche, tsunami, or mudflow. **k) Less than Significant:** The project would alter the site's drainage patterns. However, as discussed above in Sections VIII.c) and VIII.d), compliance with the City's SUSMP ordinance would ensure that post-development peak storm water runoff rates do not exceed pre-development peak storm water runoff rates. In addition, the project involves grading for site preparation and subterranean parking. However, the project does not involve grading or excavation into the groundwater table, and would not place any subterranean structures or foundation that would encroach into groundwater aquifer, which is currently fifty-one feet (51') underground. Consequently, groundwater flows would not be affected. Therefore, the proposed project would not result in significant impacts from changes in the rate of flow, currents, or the course and direction of surface water and groundwater. **l) No Impact:** The project would not cause any other impacts due to the modification of a wash, channel, creek, or river. **m) Less than Significant:** As discussed above in Sections VIII.a), VIII.c), VIII.d), and VIII.e) of this report, the project is required to comply with the City's SUSMP ordinance, the Countywide MS4 permit, the State' NPDES General Construction Permit, and required to implement a SUSMP compliance plan and SWPPP. Compliance with these requirements of the Clean Water Act and the NPDES will ensure the proposed project would not significantly impact stormwater

	management.
IX. LAND USE AND PLANNING	**a) No Impact:** The project site is a 2.25-acre, undeveloped rectangular-shaped lot located along Soledad Canyon Road approximately 500 feet west of State Route 14. The proposed project would develop the currently vacant site with a commercial office building, which is consistent with the parcel's land use designation. All development for the proposed project would occur onsite and would not impose any physical barriers on any existing pedestrian, bicycle, or vehicle travel routes. Therefore, the proposed project would not physically divide an established community and would have no associated impacts. **b) No Impact:** The project site is not part of a specific plan or redevelopment plan, and the City of Santa Clarita is not within the Coastal Zone, as described in the Coastal Zone Management Act of 1966, or any other plan designed with the purpose of avoiding or mitigating an environmental effect. The project site is zoned Community Office (CO), which is consistent with the proposed uses for the property. Therefore, the proposed project would not cause impacts due to conflicts with applicable land use plans, policies, or regulations. **c) No Impact:** As discussed in Section IV.f) of this report, the project site is not within a Habitat Conservation Plan (HCP), Natural Community Conservation Plan (NCCP), or other approved environmental resource conservation plan. Therefore, the project would not conflict with any adopted environmental conservation plans, and the project would have no related impacts.
X. MINERAL AND ENERGY RESOURCES	**a-b) No Impact:** The project site is not within a mineral area identified on Exhibit OS-5 "Mineral Resources" of the City's General Plan, and is not otherwise known to contain mineral resources. Therefore, the proposed project would not result in the loss of availability of a known mineral resource, and the project would have no related impacts. **c) Less than Significant Impact:** The project would utilize building materials and human resources for construction of the project. Many of the resources utilized for construction are nonrenewable, including manpower, sand, gravel, earth, iron, steel, and hardscape materials. Other construction resources, such as lumber, are slowly renewable. In addition, the project would commit energy and water resources as a result of the construction, operation and maintenance of the proposed development. Much of the energy that will be utilized onsite will be generated through combustion of fossil fuels, which are nonrenewable resources. Market-rate conditions encourage the efficient use of materials and manpower during construction. Similarly, the energy and water resources that would be utilized by the proposed office development would be supplied by the regional utility purveyors, which participate in various conservation programs. Furthermore, there are no unique conditions that would require excessive use of nonrenewable resources onsite, and the project is expected to utilize energy or water resources in the same manner as typical modern development. Therefore, the proposed project would not use nonrenewable resources in a wasteful and inefficient manner, and the project would have no related significant impacts.

XI. NOISE	**a) Less Than Significant**: The proposed project involves the development of a commercial office building that will allow for a mix of uses, including, professional office, medical office, and restaurant uses. Commercial Office Uses are considered sensitive noise receptors. The Noise Element in the City's General Plan (Exhibit N-1) identifies the City's normally acceptable noise level for commercial area's at

	70 dBA. Based on the City's Noise Contour Map (General Plan Exhibit N-3), the proposed commercial office building would be placed within a 60 dBA Contour area along Soledad Canyon Road. Soledad Canyon Road contains a large portion of commercially zoned properties, as well as industrial zoned properties. The proposed project will be consistent with the existing land uses along Soledad Canyon Road as well as the parcels existing land use designation of Commercial Office (CO). As a result of installing an office building, the project would generate noise on-site from increased human activity. The project will generate the majority of its noise from increased vehicular trips entering and exiting the commercial center and the congregation of people on-site. The noise generation is not expected to exceed the acceptable noise levels established in the Noise Element for surrounding residential and commercial uses. As mentioned, the site is bordered to the south by Soledad Canyon Road, with State Route 14, 500 feet to the east. Both of these highly utilized roadways are prominent noise generators in the area, and due to current levels of noise generated, the roadway noise will absorb a large portion of the noise generated from the proposed project. In addition, the project proposes a 6 foot concrete block wall running along the north end of the property to protect adjacent residential properties from noise generated from increased human activity on the project site. In addition, the proposed commercial center, may generate nuisance noises such as delivery operations and congregating people. Due to the proposed concrete block wall along the northern boundary of the project, nuisance noises from the proposed office building would be largely imperceptible to surrounding residential uses. Therefore, the project will not expose people to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. **b) Less Than Significant Impact**: There are no established vibration standards in the City of Santa Clarita. Furthermore, the proposed commercial uses at the specified location would neither generate, nor expose people to excessive groundborne vibrations or groundborne noise levels. Construction of the project may temporarily generate vibrations. However, the proposed project does not involve construction practices that are typically associated with vibrations, such as pile driving and large-scale demolition. Therefore, the proposed project would not cause significant vibration impacts. **c) Less Than Significant Impact**: The proposed project consists of developing a commercial office building. The project will generate trips that may increase traffic noise levels in the surrounding roadway areas. However, the existing roadways surrounding the project site create substantial amounts of noise, and the increases in traffic volumes that would be caused by the proposed project would not cause a noticeable increase in roadway noise. Therefore, no significant long-term noise impacts are anticipated from the project. (See also Section XI.a). **d) Less Than Significant Impact**: Construction of the project will generate short-term noise. Examples of the level of noise generated by construction equipment at 50 feet from the source is presented in the following table:

Table XI-1
Noise Levels Generated by Typical Construction Equipment

Type of Equipment	Range of Sound Levels	Suggested Sound Levels for Analysis
	(dBA at 50 feet)	
Pile driver (12,000-18,000 ft-lb/blow)	81 – 96	93
Rock drill	83 – 99	96
Jack hammer	75 – 85	82
Pneumatic tools	78 – 88	85
Pumps	68 – 80	77
Dozer	85 – 90	88
Tractor	77 – 82	80
Concrete mixer	75 – 88	85
Front-end loader	86 – 90	88
Hydraulic backhoe	81 – 90	86
Hydraulic excavator	81 – 90	86
Grader	79 – 89	86
Air compressor	76 – 86	86
Truck	81 – 87	86
Source: EPA 1971		

Noise levels decrease substantially with distance. Tractors, trucks and graders result in noise levels in the 80-86 dBA level at 50 feet.

Title 11, Chapter 44, Noise Regulations of the City's Municipal Code (Section 11.44.040) provides the following noise production limitations:

> A. It shall be unlawful for any person within the City to produce or cause or allow to be produced noise which is received on property occupied by another person within the designated region, in excess of the following levels, except as expressly provided otherwise herein:

Region	Time	Sound Level dB
Residential zone	Day	65
Residential zone	Night	55
Commercial and manufacturing	Day	80
Commercial and manufacturing	Night	70
At the boundary line between a residential property and a commercial and manufacturing property, the noise level of the quieter zone shall be used.		

B. Corrections to Noise Limits. The numerical limits given in subsection A above shall be adjusted by the following corrections, where the following noise conditions exist:

Noise	Condition Correction (in dB)
(1) Repetitive impulsive noise	-5
(2) Steady whine, screech or hum	-5
The following corrections apply to day only:	
(3) Noise occurring more than 5 but less than 15 minutes per hour	+5
(4) Noise occurring more than 1 but less than 5 minutes per hour	+10
(5) Noise occurring less than 1 minute per hour	+20

Section 11.44.080 of the Municipal Code places the following limitations on construction times for purposes of limiting noise impacts and the project will be subject to this limitation, therefore, no nighttime noise impacts are anticipated:

> No person shall engage in any construction work which requires a building permit from the City on sites within three hundred (300) feet of a residentially zoned property except between the hours of seven a.m. to seven p.m. Monday through Friday and eight a.m. to six p.m. on Saturday. Further, no work shall be performed on the following public holidays: New Year's Day, Independence Day, Thanksgiving, Christmas, Memorial Day and Labor Day.

Project construction is required to meet these standards, and the project poses no unique conditions that require excessive noise to be generated during construction, such as jack-hammering or demolition. Therefore, the proposed project would not cause any significant impacts from temporarily generating noise.

e) No Impact: The proposed project is not located within an airport land use plan of within two miles of a public airport.

f) No Impact: The proposed project is not located within the vicinity of a private airstrip.

XII. POPULATION AND HOUSING

a) Less than Significant Impact: Growth-inducing impacts are caused by those characteristics of a project that foster or encourage population and/or economic growth. These characteristics include adding residential units or businesses, expanding infrastructure, and generating employment opportunities. The project would involve construction of a 99,719 ft^2 commercial building. The proposed

	activities will lead to an increase in local traffic and the congregation of people. However, the project conforms to the City's land use designation of CO, and would be within the build-out limits as provided in the City's General Plan. Furthermore, the proposed project would not otherwise induce growth by expanding the capacity of the roadway network or utility infrastructure. Therefore, although the proposed project would add a commercial office facility, the project would not cause significant growth inducing impacts. **b) No Impact:** The project site is currently vacant. Therefore, the proposed project would not displace any housing, and would have no associated impacts. **c) No Impact:** The project site is currently vacant. Therefore, the proposed project would not displace any people, and would have no associated impacts.
XIII. PUBLIC SERVICES	**a)i. Less than Significant Impact:** The proposed project will not result in the need for additional new or altered fire protection services and will not alter acceptable service ratios or response times. The proposed project would develop a currently vacant site with a 99,719 ft^2 commercial office building, and, in turn, would increase the structures served by the Los Angeles County Fire Department. However, the project itself is not large enough to require the development of additional Fire Department facilities. Furthermore, the project applicant is required to pay development fees, which are established to offset incremental increases to fire service demand. Therefore, the proposed project would not significantly impact fire protection services. **a)ii. Less than Significant Impact:** The proposed project will not result in the need for additional new or altered police protection services and will not alter acceptable service ratios or response times. The proposed project would develop a currently vacant site with a 99,719 ft^2 commercial office building, and, in turn, would increase the structures served by the Los Angeles County Sheriff's Department. However, the project itself is not large enough to require the development of additional police facilities. Furthermore, the project applicant is required to pay development fees, which are established to offset incremental increases to police service demand. Therefore, the proposed project would not significantly impact police protection services. **a)iii. No Impact:** The proposed project would add a 99,719 ft^2 commercial office building to the vacant/undeveloped parcel. The project would be within the Saugus Union School District (SUSD) for elementary school, and the William S. Hart School District (WHSD) for junior high and high school. However, the proposed project would not develop any new residential dwellings and, thus, would not directly increase the population of school-aged children served by the SUSD and the WHSD. Therefore, the proposed project would not impact school services. **a)iv. No Impact:** The proposed project would not contribute new residences to the area that would lead to an increase in the use of the local and regional parks systems. Therefore, the proposed project would have no adverse impact on park services.

XIV. RECREATION	**a) No Impact:** The proposed development involves the construction of a commercial office building that would be utilized primarily by the population of the City and surrounding communities within the City. The proposed project is not expected to increase the use of public parks. Therefore, the project would not lead to physical deterioration of any existing recreational facilities, and would have no related impacts. **b). No Impact:** The proposed project includes the construction of a commercial office building and does not include residential units that would require park development fees or implementation of new recreational facilities. Therefore, the project would not have an adverse physical effect on the environment from the construction or expansion of recreational facilities.
XV. TRANSPORTATION / TRAFFIC	**a) Less than Significant Impact:** The City of Santa Clarita adopted the Circulation Element of its General Plan in 1997. This Circulation Element includes a master plan for the City's highway and roadway system (General Plan Exhibit C-2). This master plan was developed to serve the City's existing transportation needs, as well as the City's projected transportation needs. The City's projected transportation needs were determined largely by evaluating build-out conditions of the City in accordance with land use designations. As such, the master plan for the City's highway and roadway system was established to accommodate the traffic generated by a built-up Santa Clarita. The project currently proposes a 99,719 ft^2 commercial office building. The applicant proposes that the site will be used mainly for the purpose of professional office, and medical office uses. The project site will be accessed via Soledad Canyon Road, which currently has the capacity to handle increased trips. Soledad Canyon Road is currently a four-lane roadway; and the master plan for the City's highway and roadway system does not anticipate the need to expand the capacity of Soledad Canyon Road. Therefore, the proposed project will not increase the use of any existing street and roadway systems, and the project would have no significant impacts. **b) Less than Significant Impact:** The project site has direct access to Soledad Canyon Road, and State Route 14 is located approximately 500 feet to the east. After project review by the City's traffic engineer, the existing roadway network was determined to be sufficient to handle the project-generated trips. Therefore, the proposed project would not exceed, either individually or cumulatively, an established level of service standard for any designated CMP roadway, and would have no related significant impacts. **c) No Impact:** The project site is not within an airport land use plan or within two miles of a public airport or public use airport. Consequently, the proposed project would not affect any airport facilities and would not cause a change in the directional patterns of aircraft. Therefore, the proposed project would have no impact to air traffic patterns. **d) No Impact:** The proposed project does not involve construction of hazardous design features connected to roadway systems. The site will have one right-in/right-out access, and one right-turn entrance only at the western end of the project site. Therefore, the project would have no impacts that would increase hazards due to a design feature or incompatible use. **e) No Impact:** The site will have one right-in/right-out access on the eastern side of the property, and one right-turn entrance only at the western end of the project site. The project's ingress/egress and circulation are required to meet the Los

	Angeles county Fire Department's standards, which ensure new developments provide adequate access for emergency vehicles. The project site and surrounding roadway network do not pose any unique conditions that raise concerns for emergency access, such as narrow, winding roads or dead-end streets. Thus, standard engineering practices are expected to achieve the Fire Department's standards. Furthermore, final project plans are subject to review and approval by the Fire Department to ensure that the site's access complies with all Fire Department ordinances and policies. With the required compliance with all Fire Department ordinances and policies, the project would not cause significant impacts due to inadequate emergency access. Therefore, the project would have no impact related to emergency access. **f) No Impact:** The proposed development includes 441 on-site parking stalls consisting of 354 standard parking stalls, 78 compact stalls and 9 handicapped parking stalls. The UDC parking requirement of 4 spaces per 1,000 ft^2 requires the development to provide a minimum of 399 parking stalls. The proposed development meets the UDC requirement for parking. Therefore, the project would have no impact on parking. **g) No Impact:** The project site is currently vacant and serves no alternative transportation functions. Furthermore, the property owners have developed a Transportation Demand Management Program as an employee trip-reduction plan for the City. Trip reduction plans include increased opportunities and incentives for carpooling, vanpooling, public and/or private transit, alternative work hours, walk to work and telecommuting. Therefore, the proposed project would assist the City in meeting objectives for implementing policies, plans, or programs supporting alternative transportation, and the project would have no related impacts. **h) No Impact:** The proposed project involves development of an undeveloped 2.25-acre site. The construction and operation of the proposed project would not place any permanent or temporary physical barriers on any existing public streets. Furthermore, all development for the proposed project would occur onsite, and thus, the proposed project would not impose physical barriers on any existing pedestrian, bicycle, or vehicle travel routes. Therefore, the proposed project would not create hazards or barriers for pedestrians or bicyclists, and the project would have no related impacts.
XVI. UTILITIES AND SERVICE SYSTEMS	**a) No Impact:** The proposed project proposes developing a 99,719 ft^2 commercial office building for uses of professional office, medical office, as well as a small restaurant. None of the proposed uses would generate atypical wastewater such as industrial or agricultural effluent. All wastewater generated by the proposed project is expected to be domestic sewage. Wastewater treatment facilities are designed to treat domestic sewage; and thus, typical domestic sewage does not exceed wastewater treatment requirements. Since the project would not generate atypical wastewater, the project would not exceed wastewater treatment requirements, and the project would have no associated impacts. **b) No Impact:** The proposed development would increase the demand for water and wastewater service. However, as discussed in Sections XVI. d) and e) of this report, the increase to water/wastewater service demand, is minimal in comparison to the existing service areas of the water and wastewater service purveyors. In addition, the facilities currently maintained by the service purveyors are adequate to serve the proposed increase in demand. The only water and wastewater improvements required for the project are onsite pipelines and unit connections to the infrastructure systems, which are subject to connection fees. Therefore, the

	proposed project would not require or result in the construction or expansion of new water or wastewater treatment facilities off-site, and the project would have no associated impacts. **c) Less than Significant:** As discussed in sections VIII.c) and VIII.d) of this report, the proposed project would replace the site's natural sheet flow drainage with an engineered drainage system. Although the City has not determined the specific design for the drainage system, it has been determined that the system will involve a storm drain pipe that transverses the project site from the northeast end of the property where drainage flows onto the site from Lost Springs Road that dead ends at the property line, and extends southwest across the site, and eventually into the City's drainage system running along Soledad Canyon Road. As required by the City of Santa Clarita and the Countywide MS4 Permit, the final design of the development's drainage system will be engineered so that post-development peak runoff discharge rates are equal to or less than pre-development peak runoff rates. Both drainage alternatives being considered achieve this requirement. Therefore, the proposed project would not require or result in the construction of new offsite stormwater drainage facilities or the expansion of existing facilities offsite, and the project would have no related significant impacts. **d) Less than Significant:** The Santa Clarita Water District (SCWD) provides water services to the project site. The SCWD's water sources are derived from the State Water Project and local groundwater resources generated primarily from the Santa Clara River. These existing water supplies are sufficient to serve the proposed development. Therefore, the proposed project would not require new or expanded water entitlements, and the project would have no related significant impacts. **e) Less than Significant:** The County Sanitation District of Los Angeles County (Sanitation District) provides wastewater services to the project site. The Sanitation District's existing facilities are sufficient to accommodate the proposed development. Therefore, the proposed project would result in a determination by the wastewater treatment provider that it has adequate capacity to serve the proposed development, and the project would have no related significant impacts. **f) No Impact:** The project would be served by a landfill (Sunshine Canyon) with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Sunshine Canyon Landfill is expected to be permitted through 2010. **g) No Impact:** The California Integrated Waste Management Act requires that jurisdictions maintain a 50% or better diversion rate for solid waste. The City implements this requirement through the City's franchised Solid Waste Management Services. Per the agreements between the City and the franchised trash disposal companies, each franchisee is responsible for meeting the minimum recycling diversion rate of 50% on a quarterly basis. Franchisee's are further encouraged to meet the City's overall diversion rate goal of 75%. The proposed project is required to comply with the applicable solid waste franchise's recycling system, and thus, will meet the City's and California's solid waste diversion regulations. Therefore, the project would not cause any significant impacts from conflicting with statutes or regulations related to solid waste.
XVII. MANDATORY FINDINGS OF SIGNIFICANCE:	**a) Less than Significant with Mtigation:** As discussed in Section IV of this document, the proposed project would not have substantial impacts to special status species, stream habitat, and wildlife dispersal and migration. Furthermore, the proposed project would not affect the local, regional, or national populations or ranges of any plant or animal species and would not threaten any plant

	communities. Similarly, as discussed in Section V of this document, with the incorporation of Mitigation Measure V-1 and V-2, the proposed project would not have substantial impacts to historical, archaeological, or paleontological resources, and thus, would not eliminate any important examples of California history or prehistory. Therefore, the proposed project does not have a Mandatory Finding of Significance due to impacts to biological or cultural resources **b) Less than Significant with Mitigation:** With the incorporation of mitigation measures the proposed project would not cause impacts that are cumulatively considerable. The project has the potential to contribute to cumulative air quality, hydrology, water quality, noise, population, housing, public services, traffic, and utility impacts. However, due to the mitigation measures contained in the Air Quality, Cultural Resources and Geology and Soils sections of this document, none of these cumulative impacts are substantial, and the project would not cause any cumulative impacts to become substantial. Therefore, with the incorporation of mitigation measures the proposed project does not have a Mandatory Finding of Significance due to cumulative impacts. **c) No Impact:** As discussed in Sections VIII and XV of this document, the proposed project would not expose persons to flooding or transportation hazards. Section VI of this document explains that occupants of the proposed project could be exposed to strong seismic earth shaking due to the potential for earthquakes in Southern California. In addition, the site is within a liquefaction hazard area, although preliminary geotechnical investigation of the site indicates that the site has a low potential for liquefaction. Therefore, the project would not create environmental effects that would cause substantial adverse effects on humans.

MITIGATION MONITORING PROGRAM

Identification of Mitigation Measures and Monitoring Activities
I. AESTHETICS
None Required
II. AGRICULTURAL RESOURCES
None Required
III. AIR QUALITY
None Required
IV. BIOLOGICAL RESOURCES
None Required
V. CULTURAL RESOURCES

Mitigation Measure VI-1: If archaeological resources are encountered during project construction, all construction activities shall halt until an archeologist certified by the Society of Professional Architects examines the site, identifies the archaeological significance of the find, and recommends a course of action. Construction shall not resume until the site archaeologist states in writing that the proposed construction activities will not significantly damage archaeological resources and the City of Santa Clarita concurs with this finding.

Party Responsible for Mitigation: Project Applicant
Monitoring Action/Timing: Random site inspection during grading and removal of the railroad berm to ensure compliance
Enforcing, Monitoring Agency: The City's Planning Division

Mitigation Measure V-2: If paleontological resources are encountered during project construction, all construction activities shall halt until a paleontologist certified by the Society of Professional Archaeologists examines the site, identifies the paleontological significance of the find, and recommends a course of action. Construction shall not resume until the site paleontologist states in writing that the proposed construction activities will not significantly damage paeontological resources, and the City of Santa Clarita concurs with this conclusion.

Party Responsible for Mitigation: Project Applicant
Monitoring Action/Timing: Approval of paleontological monitor prior to the commencement of grading; and random site inspection during grading to ensure compliance
Enforcing, Monitoring Agency: The City's Planning Division

Identification of Mitigation Measures and Monitoring Activities

VI. GEOLOGY AND SOILS

Mitigation Measure VI-1: Grading will consist of excavations for the proposed subterranean parking level. This grading will include vertical excavations adjacent to the property lines. Additionally, removal and recompaction of the potentially liquefiable zones below the bottom of the foundations to a depth of twenty feet (20') will be required. Grading shall be carried forth as described in the GRADING AND EARTHWORK section of the Preliminary Soils Engineering Investigation, which is available at the City of Santa Clarita Planning Division, Santa Clarita City Hall, 23920 Valencia Blvd, Suite 302, Santa Clarita, CA 91355.

Party Responsible for Mitigation: Project Applicant
Monitoring Action/Timing: Review of Plans and Specifications prior to the issuance of both grading permit and building permits, and inspection during construction and prior to the issuance of a certificate of occupancy.
Enforcing, Monitoring Agency: The City's Building and Safety Division

Mitigation Measure VI-2: The proposed structure shall be supported by foundations extending into the underlying certified compacted fill. All foundations for the proposed development shall extend a minimum of eighteen inches into the fill. Foundations should be designed as outlined in the FOUNDATIONS section also found in the Preliminary Soils Engineering Investigation, as mentioned in Mitigation Measure VI-1.

Party Responsible for Mitigation: Project Applicant
Monitoring Action/Timing: Review of Plans and Specifications prior to the issuance of both grading permit and building permits, and inspection during construction and prior to the issuance of a certificate of occupancy.
Enforcing, Monitoring Agency: The City's Building and Safety Division

Mitigation Measure VI-3: In order to perform the excavations required for the proposed subterranean parking level and the required removal and recompaction, shoring piles along the property lines will be required. Temporary shoring shall be designed as outlined in the FOUNDATIONS and EXCAVATIONS section also found in the Preliminary Soils Engineering Investigation, as mentioned in Mitigation Measure VI-1.

Party Responsible for Mitigation: Project Applicant
Monitoring Action/Timing: Review of Plans and Specifications both prior to the issuance of a grading permit and prior to the issuance of a building permit and inspection during construction.
Enforcing, Monitoring Agency: The City's Building and Safety Division

Mitigation Measure VI-4: Restrained retaining walls will be required for the proposed subterranean parking level along all sides of the proposed structure. Retaining walls shall be designed and backfilled as outlined in the RETAINING WALLS section also found in the Preliminary Soils Engineering Investigation, as mentioned in Mitigation Measure VI-1.

Party Responsible for Mitigation: Project Applicant
Monitoring Action/Timing: Review of Plans and Specifications prior to the issuance of both grading permit and building permits, and inspection during construction and prior to the issuance of a certificate of occupancy.
Enforcing, Monitoring Agency: The City's Building and Safety Division

Mitigation Measure VI-5: Chemical testing performed on a selected sample indicates that the soil may be moderately corrosive to buried metal. To the satisfaction of the City's Building and Safety Division the project engineer shall incorporate safeguards for buried metal.

Party Responsible for Mitigation: Project Applicant

Identification of Mitigation Measures and Monitoring Activities
Monitoring Action/Timing: Review of Plans and Specifications both prior to the issuance of a grading permit and prior to the issuance of a building permit and inspection during construction. **Enforcing, Monitoring Agency:** The City's Planning Division And Building Division **Mitigation Measure VI-6:** The site shall be maintained as outlined in the DRAINAGE AND MAINTENANCE section also found in the Preliminary Soils Engineering Investigation, as mentioned in Mitigation Measure VI-1. **Party Responsible for Mitigation:** Project Applicant **Monitoring Action/Timing:** Inspection during construction. **Enforcing, Monitoring Agency:** The City's Building and Safety Division
VII. HAZARDS AND HAZARDOUS MATERIALS
None Required
VIII. HYDROLOGY AND WATER QUALITY
None Required
IX. LAND USE AND PLANNING
None Required
X. MINERAL AND ENERGY RESOURCES
None Required
XI. NOISE
None Required
XII. POPULATION AND HOUSING
None Required
XIII. PUBLIC SERVICES
None Required
XIV. RECREATION
None Required
XV. TRANSPORTATION/TRAFFIC
None Required
XVI. UTILITIES AND SERVICES SYSTEMS
None Required